

Broadway Avenue Bridge Replacement Project



DESIGN WORKSHOP #5 | DESIGN ELEMENTS

Summary
June 10, 2015

Prepared for: Idaho Transportation Department

Prepared by: RBCI



Project Overview

The Idaho Transportation Department (ITD) is developing plans to replace the existing bridge over the Boise River on Broadway Avenue and repave the roadway between University Drive and Front Street.

ITD is committed to involving the community in the design of this project. Input from surrounding businesses and residents, commuters, local leaders, and other community members has and continues to be an important factor throughout the design and construction of the project.

ITD has invited community members to participate in a series of design workshops for this project.

Workshop #1 – February 28, 2013

During the first workshop, participants learned about the technicalities of bridge design and worked with others to discuss and provide input on roadway, bridge structure, and Greenbelt connectivity for the project.

Workshop #2 – May 2, 2013

The purpose of the second workshop was to gather input about the look and feel of the bridge. During the second half of the workshop, the participants worked in groups and provided comments on classic, modern, and unique bridge designs.

Workshop #3 – August 22, 2013

During the third workshop, community input was gathered on further developed design options.

Workshop #4 – April 9, 2014

The purpose of the fourth workshop was to provide a project update and gather community input on railing, lighting, and the Greenbelt pathway under the bridge.

Workshop #5 – June 10, 2015

This document summarizes the fifth design workshop for the Broadway Avenue (U.S. 20/26) Bridge Replacement Project. The purpose of the workshop was to provide a project update, discuss design changes, and gather community input on outstanding design issues and elements.

Materials from all Broadway Bridge design workshops are available at:

<http://itd.idaho.gov/BroadwayBridge/>.

Introduction

ITD hosted the fifth design workshop for the Broadway Avenue (U.S. 20/26) Bridge Replacement Project on Wednesday, June 10, 2015 at Washington Group Plaza in Boise, Idaho. Sixty people participated in the design workshop.

Notification for the design workshop included sending an invitation email to the project database, distributing a media release and partnering with the Downtown Boise Association and Chamber of Commerce to send out an invitation email blast to their respective memberships. Since the workshop included presenting design changes, ITD extended its notification by also mailing an invitation letter via saturation drop to all businesses within a mile of Broadway Avenue and placing a display ad for the workshop in the Idaho Statesman, Idaho Business Review and Boise Weekly.

The workshop objectives were to:

- Provide a project update
- Discuss design changes
- Gather input on outstanding design issues/elements

Agenda:

- Welcome – Amy Schroeder, ITD District 3 Engineering Manager
- Workshop Overview – Rosemary Curtin, RBCI
- Project Update, Design Changes, Bicycle Connectivity, and Overview of Outstanding Design Issues/Elements – Mark Campbell, ITD Project Manager
- Boise State University – Ann Wozniak, BSU Director of Architectural and Engineering Services
- Working Groups – Rosemary Curtin, RBCI

The following materials were available to attendees:

- Design Workshop #5 Agenda
- Comment forms to provide input on Design Plans to Date, Bicycle Connectivity, Color and Texture, and Sidewalk Design, Lighting, Greenbelt Railing and Stairs, Signage, and Other Comments
- Books that have visuals of design plans to date and options for color and texture, sidewalk design, lighting, Greenbelt railing and stairs, and signage.

Included in this document is a summary of what was learned from workshop participants through working group discussions and comment forms.

Presentations

Welcome – Amy Schroeder, ITD District 3 Engineering Manager

Amy Schroeder thanked everyone for attending and said ITD appreciates their willingness to provide input on design elements for the new Broadway Bridge. Amy's position at ITD is to oversee the development and design of highway projects within southwest Idaho.

Replacing the Broadway Bridge is one of ITD's largest and most significant projects within this district. ITD has reviewed all input received from the community. Comments and feedback from the public have made a valuable contribution to the design of the new Broadway Bridge. ITD hopes the community will continue to stay involved and informed throughout the rest of the design process, as well as during construction.

After Amy finished welcoming the workshop participants, she introduced Mark Campbell from ITD and Rosemary Curtin from RBCI.

Workshop Overview – Rosemary Curtin, RBCI

Rosemary Curtin thanked everyone for attending and contributing their time and energy to the design process. Rosemary presented the following information:

- The purpose of today's workshop is to provide a project update, discuss design changes, and gather input on outstanding design elements. During the second half of the workshop, participants will break into working groups and review and discuss outstanding design elements.
- Comment sheets have been provided for participants to give input on the outstanding design elements. Everyone is encouraged to fill out the provided comment forms. The comment forms are very valuable. Input from the workshop participants helps track how the process is progressing.
- All comments will be reviewed and summarized. ITD will take comments into consideration and then finalize the design plans.
- There will be a public open house before construction begins.

Project Update, Design Changes and Overview of Outstanding Design Issues/Elements – Mark Campbell, ITD Project Manager

Mark Campbell introduced himself and began his presentation by recapping the purpose and need of the Broadway Bridge Replacement Project. Mark gave an update on utility coordination, the environmental evaluation, and the preliminary design.

Below are highlights of Mark's presentation. A copy of Mark's PowerPoint presentation is available in the appendix of this document.

- The Broadway Bridge is going to be replaced. The existing bridge was constructed in 1956. Currently, the bridge does not meet safety standards. The substructure of the bridge is showing serious signs of wear, and bicycle and pedestrian facilities are almost non-existent.
- ITD is planning to move utilities before construction of the new bridge begins. The coordination with utilities is still ongoing.
- ITD is in the process of obtaining environmental clearance. The environmental studies are undergoing review by ITD and the Federal Highway Administration.
- Since the previous workshop, changes have been made to the piers and pier caps for the bridge. These changes were necessary due to conflicts with utility lines that run under the Boise River. Making these changes will save the project approximately \$3 million and is anticipated to keep the project on schedule.
- To date, ITD has made decisions about the design of the deck of the bridge, girders, roadway improvements, pedestrian and bicycle facilities, bridge railing, and Greenbelt improvements. Visuals of the design decisions to date, including graphics of the new piers and pier caps, will be presented during the working group sessions.
- Later in the workshop, participants will be asked to break up into four working groups. The focus of these groups is to review, discuss and gather input on outstanding design elements. These design elements include:
 - Bicycle connectivity: Review and comment on engineering plans that show how bicycle ramps from the Greenbelt are designed to connect with Broadway Avenue. The plans include turning radiuses, the locations of curb cuts and other technical information about plans for improving Greenbelt connectivity.
 - Color and texture: Review and comment on three optional color schemes for the new bridge. The schemes include options for colors of the pedestrian rail, crash rail, sidewalk, tunnel walls, abutments, piers, pier caps and girders.
 - Sidewalk design: Review and comment on three options for cuts and textures of the concrete sidewalk over the bridge.
 - Lighting: Review and comment on two optional schemes for lighting the bridge. Options will be presented for roadway lighting, accent lighting, in-rail lighting and pedestrian lighting.
 - Greenbelt railing and stairs: Review and comment on two options for railing that will be located along the bicycle ramps and stairs that lead from the Greenbelt to Broadway Avenue.
 - Signage: Review and comment on four options for the type of font for the “Broadway Avenue Bridge” sign that will be placed over the Greenbelt tunnel.

What's Next – Mark Campbell, ITD Project Manager

Mark outlined the next steps of the design process:

- ITD will review all comments gathered from this workshop and continue to further develop design options.
- After input is reviewed and summarized, ITD will complete the preliminary design for the bridge.
- Once ITD has obtained environmental clearance, the bridge design will be finalized.
- ITD will host a public open house and share the final design before construction begins.

Boise State University – Ann Wozniak, BSU Director of Architectural and Engineering Services

Ann Wozniak gave a presentation about what Boise State University is proposing for the design of the area southwest of the Broadway Bridge. Ann explained this area near the bridge serves as a gateway into BSU, and the university would like the area to be reflective of this concept.

A copy of Ann Wozniak's PowerPoint presentation is included in the appendices of this document.

Working Groups

After the presentations, workshop participants divided into four working groups to discuss and provide input on the outstanding design issues. A summary of comments from workshop participants begins on the next page.

Workshop #5 – Summary of Comments

Meeting participants were divided into four working groups to review, discuss and provide input on outstanding design elements. Each group worked with a facilitator to identify what they liked and disliked about design options. The following section summarizes participants' most often-repeated comments.

A transcription of comment sheets begins on page 12.

Design Plans to Date

- Participants indicated they are supportive of the design plans and decisions that ITD has made to date for the project.
- Questions were raised about why BSU's quadrant has different design plans than the rest of the bridge. Of those participants who commented on BSU's quadrant:
 - Most said the different design looks out of place.
 - Some were concerned because these design plans had not been presented at previous workshops.
 - A few participants said that it didn't matter if the four quadrants were not uniform in style and design.
- A few participants suggested adding some sort of artistic element to each quadrant (located off the bridge) in order to make each area its own unique environment.

Bicycle Connectivity

- Many participants voiced concerns about bicycle connectivity at the northeast quadrant (near the Ram). Concerns about conflict points at this quadrant included:
 - To get into the designated bike lane on Broadway Avenue, the proposed design requires bicyclists to cross the right-hand turn lane for traffic – this could pose safety problems.
 - Don't like how bicyclists have to go from the ramp into the Ram parking lot entrance, since there is no curb cut onto Broadway Avenue at this quadrant.
- In the southeast quadrant, ensure the bollards are spaced far enough for bicyclists to travel through them safely and comfortably.
- Turning radiuses at all the quadrants should be extended for bicyclists turning from the ramp onto Broadway Avenue.
- Stop signs are a nice idea, but in reality they may not have much of an impact on slowing down bicyclists exiting the Greenbelt.

Color and Texture

- Nearly all workshop participants preferred Color Scheme A because the colors were lighter, did not distract from the view of the river and were overall more appealing.
- A few participants liked Color Scheme B because of the contrast in colors between the crash rail and pedestrian rail.
- Several participants commented that dark colors on the railing could make the bridge look dated. It was also mentioned that darker rail colors could get hotter to the touch with the sun as opposed to lighter colors.
- Most participants liked the ribbed feature for the piers and preferred Option A.
 - Several participants suggested it would be a good idea to use ribbing on the piers as a way to measure the high-water and low-water seasons of the river.
- Most participants commented that they liked the lighter colored concrete for the tunnel walls under the bridge.

Sidewalk Design

- Most participants preferred Option B for the sidewalk design.
 - The “arrow” or “kite” shape (Option B2) was the most preferred among the variations for this design.
- Many participants liked the idea of marking the belvederes with a different a texture, shape or color because it may help guide pedestrians to the designated gathering areas (out of the way of foot-traffic).

Lighting

- Most participants preferred lighting Scheme A because it is functional, aesthetically pleasing and ensures safety, but does not give out too much light pollution.
- Some commented that the pedestrian lighting poles in Scheme B are “too busy,” would cause too much light pollution, and could become dated-looking in the future.
- A few participants mentioned that they thought pedestrian lights are a good idea but were concerned about the design and height of the structures proposed in Scheme B.
- Participants like the in-rail lighting feature and the colored accent lighting.

Greenbelt Railing and Stairs

- Most participants liked Option A for the Greenbelt railing because the “look and feel” seems to be lighter, softer and more refined.
- Many participants commented that they would prefer the railing in the southwest quadrant (BSU) be consistent with the other three quadrants.

Signage

- Most participants preferred Option 1 (Century Gothic) and Option 4 (Arial Bold) because these fonts seem to be the easiest to read.
- Several participants did not have a preference on which font is selected for signage.
- Several participants commented that the font should keep continuity with existing wayfinding signage on the Greenbelt, parks, downtown Boise, etc.
 - Some suggested that somehow tying the signage into the “LIV Boise” campaign be considered as an option.

Broadway Bridge Design Workshop #5 Participants

	First Name	Last Name	Company
1	Edward	Kosydar	PM/IPCo
2	Suzanne	Moore-Sloan	
3	Paul	Roberts	Boise Fire
4	Kati	Carberry	Lower Boise River Watershed Coordinator
5	Brian	McDevitt	Southeast Boise Neighborhood Association
6	Mike	Hedge	City of Boise Public Works
7	S.	Berry	
8	Lori	Wright	
9	Michael	Bergmann	
10	Ken	Angell	ITD Civil Rights
11	Richard	Beck	Deputy Director Ada County
12	Ann	Wozniak	University Arch Boise State
13	Dave	Cooper	Boise State Associate Director AES
14	Gary	Loewe	Chinook Equipment
15	Jean	Corp	Cougar Mountain Redi Rock
16	Christina	Torkelson	COMPASS
17	Tracey	Stone	Mass Mutual BMCC
18	Diana	Burrell	Development Officer Discovery Center
19	David	Berry	Broncos on the Bridge Foundation
20	Jon	Crow	Graybar Electric
21	Matt	Edmond	CCDC
22	Ryan	Head	ACHD
23	Brian	Wilkins	CCDC
24	Rachel	Reichert	City of Boise
25	Karen	Sander	DBA
26	Toby	Norton	Boise Parks and Rec
27	Tiffany	Rob	EENA
28	Kevin	Martinez	RAM
29	Richard	Ochlschloger	TU
30	Theresa	Hampson	USALE
31	Raoul	Johnson	AECOM
32	Roger	Howard	LINC
33	Jon	Eyton	Rule Steel
34	Dana	Gover	Northwest Ada Center Idaho
35	Maria	Minicucci	Boise Parks and Rec
36	Jim	Hansen	ACHD
37	Blaise	Exon	CH2M
38	Abigail	Thomson	
39	Dernetrios	Kinnas	

Broadway Bridge Design Workshop #5 Participants

40	David	Mair	Concrete Placing Co, Inc.
41	Edward	Miltner	FHWA
42	Carrie	Westergard	Boise CVB
43	Fred	Fritchman	SEWA
44	Terri	Schorzman	City of Boise
45	Michael	McKinnis	Umpqua Bank
46	Jim	Sereduk	Tax Commission
47	Scott	Koberg	Ada County Parks and Waterways
48	Julie	DeLorenzo	ITD Board
49	Page	Warren	Idaho Rivers United
50	Karl	Leclair	Boise City Department of Arts & History
51	Angie	Baker	
52	John	Sinsky	
53	Corwin	Peterson	Ace Construction
54	Corinne	Roberts	Zoo Boise
55	Scott	Beecham	Boise City
56	Mark	Poppler	Tax Commission
57	Jacob	Hassard	Valley Regional Transit
58	Nicole	Nimmons	Boise State
59	Daren	Fluke	City of Boise
60	Tony	Pori	Zoo Boise

Transcription of Comment Sheets

**Broadway Bridge Replacement
Design Workshop #5 | June 10, 2015
Design Plans to Date | Comment Sheet Transcriptions**

#	DESIGN PLANS TO DATE Comments:
1	Fine.
2	No Comments.
3	Love it. Good job!
4	I think the sidewalk concrete should continue at 8' wide across the RAM driveway to indicate that pedestrians have the right of way.
5	I don't feel the BSU wall fits the project. It feels that it breaks the vision of the project, doesn't seem like a good use.
6	The belvederes are great. BSU quadrant - ?? Very out of place with remainder of design-Haven't seen the component before today. Will the lighting affect the lighting design of bridge? Is property they're "branding" their property or city?
7	BSU wall seems out of place and not congruent with the design of the rest of the bridge and greenbelt access.
8	No Comments.
9	No Comments.
10	No Comments.
11	No Comments.
12	No Comments.
13	Suggesting polling ID F&G & Trout Unlimited regarding lighting the water surface.
14	(Boise Park & Recreation) Riparian habitat: vegetation? Plantings to support diverse habitat per Boise River Mgt. Plan., BREN Enhancement Plan. Greenbelt Tunnel Walls: We've discussed a "wave" pattern to the fluted ribs, similar to wave in fence section. This shown on some views but not others. Stairwalls Lights: Wildlife / bat / bird friendly Bat & Bird friendly underside. See Bat Conservation Internationals web site, City of Austin TX for instance.
15	No Comments.
16	Prefer current design to that proposed by BSU on SW Quad. All quads should be the same.
17	Color like A crash railing & pedestrian railing same color.

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Design Plans to Date | Comment Sheet Transcriptions**

#	DESIGN PLANS TO DATE Comments:
	Texture—Smooth. Sidewalk design – Option A
18	No Comments.
19	Open area in Exit in 3 of 4 connections to the bridge from the Greenbelt. Can any artistic elements / items be placed outside of the bridge within the right-of-way?
20	No Comments.
21	No Comments.
22	No Comments.
23	Construction 404 Permit Gutter for Bike lane – explain Happy with same place in River bed-channels are still open Weather steel
24	No Comments.
25	Top rail to potentially be aluminum-call out is for elliptical top rail T. S. Availability & Cut may be a factor. Plate girder construction to be fabricated in AISC Certified Shop? (Bridge Certification.)
26	11' lanes would be preferable in the downtown area, and consistent with what's on most other arterials.
27	If BSU designed quadrant is a “go” consider art/architect elements on other quadrants. Tie to organizations in the park and/or nature. Simple stamped concrete design possible? It's very boring as is—esp. in contrast to the BSU design; the other quadrants look unfinished.
28	Not sure about the brick façade on the BSU side. I understand their efforts to give land in return for an entrance effect, but you really open up the door for “Joseph’s Technicolor Dream Machine”, it just becomes an open forum for everyone to chime in about what they should have on their corner or favorite location.
29	Brick @ BSU is ok. Not concerned with differences. I don't believe most will notice or be able to see the other quadrants typically. 11-foot lane widths would be fine.

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Design Plans to Date | Comment Sheet Transcriptions**

#	DESIGN PLANS TO DATE Comments:
30	Would like to see Greenbelt approaches the same –sorry BSU. Color proposed ok. No Comment on rail lighting. As for Pier and Tunnel changes, I like this better.
31	SW Quadrant – BSU property okay to include their design elements. Would suggest keeping other quadrants similar finishes. Maybe to include art elements on other quadrants and differentiate each quadrant. Raised beams etc. consider low maintenance plantings – if no grass to mow.
32	I like the idea of BSU having a Brick wall presence on their quadrant. (SW Quadrant.) I don't think all quadrants need to be uniform. Art elements added down the road in the other quadrants could be a good idea.
33	Group DBA Jon Eaton Discovery CCDC Matt Edmond – railing City of Boise Mike – Can every quadrant be different? Richard Beck - Art elements? Jake H. – Why 11.5 lanes? Craig Q. ACHD - What are the areas in quadrants green areas?

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Bicycle Connectivity | Comment Sheet Transcriptions**

#	BICYCLE CONNECTIVITY Comments:
1	Make sure depressions in sidewalk for bike access from Greenbelt to bike lanes are fully ADA compliant.
2	No Comments.
3	Looks good.
4	Please make sure the distance between the bollards on the SE corner is enough for bicycles to comfortably fit between them. This distance can be plenty wide without allowing enough space for cars to get through.
5	NE Greenbelt bike ramp and access to street-use doesn't work. What about a bike roundabout? Bikes will use sidewalks at this point crossing the turning lane seems very unsafe. How high is the retaining wall? Will a biker be able to see oncoming other bikes?
6	Seems fine. The RAM side is a bit confusing, potentially unsafe crossing turn lane to bike lane (bikes will back track on sidewalk to more easily access bike lane).
7	The split entry/exit is a great solution for flow on the west side, but reality is unlikely to stop jay walking. NE Greenbelt ramp needs more turning radius around the railing onto the sidewalk. Potential conflict with re-entry to bike lane on NE Greenbelt exit.
8	RAM Quadrant – real problem about crossing RT turn lane to get into bike lane – most will go down sidewalk. Widen the sidewalk to Myrtle?
9	Seems fine as is to me – I'm not a cyclist so nuances might be better addressed by them.
10	I advocate a stop sign embedded into the path instead of an actual stop sign. Options might include a plaque inset into the concrete or a sandblasted design.
11	No Comments.
12	Consider turn radii from greenbelt down onto bike lanes at all corners. Assume 10 mph top speed to safely navigate a right turn into the bike lane without riding out into car lane. SE corner Bollard distance needs to accommodate trailers, trikes, etc.
13	No Comments.
14	NE Corner: Bicyclist must cross turn lane to access bike lane in street.

**Broadway Bridge Replacement
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Bicycle Connectivity | Comment Sheet Transcriptions**

#	BICYCLE CONNECTIVITY Comments:
	SE Corner: Design should not encourage high speed use of any user of this intersection. Bicyclist should be encouraged / required by design to slow to a near stop to ensure pedestrian safety as well as safe entry to the roadway bike lane.
15	Turning radius. Speed coming off Greenbelt.
16	Looks good. Might think about shifting bike/peds ramps @ NE Quad to allow vehicle queueing in front of ramps.
17	Does it make a difference if bollards are highlighted cover?
18	Visibility at NE quadrant paint approach cyclist crossing turn lane to get into bike lane. SE Quadrant bicyclist won't stop @ stop signs. Extend turning radius for cyclist after bollards 20' to 28'
19	Tough crossing for biker to roadway at the RAM corner. Potential expansion of 20' tapered opening to the bike lane from greenbelt to 24' to help make the biker turns easier to/from.
20	No Comments.
21	No Comments.
22	Visually impaired people Stop signs on greenbelt How tall is railing? Comments on detour route – with bike get people's comments Bike lanes – one way
23	No Comments.
24	No Comments.
25	Removable bollards SE Greenbelt Maintain adequate spacing to keep watercraft vehicles from intrusion.
26	Any ramps intended for bike ingress / egress should be at least 6' wide, so the RAM quadrant ramp would preferably be

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Bicycle Connectivity | Comment Sheet Transcriptions**

#	BICYCLE CONNECTIVITY Comments:
	wider bollards on SE quadrant should be spaced at 5'; this will prevent vehicular intrusion and allow for larger bikes/bikes w/trailers to maneuver.
27	SE Greenbelt: Possible to move bollards on street to deter ppl crossing Broadway (similar to other side). Would also allow easier passing w/bikes w/trailers (see Matt's comments).
28	Looks good. Don't know why you couldn't use 11' lanes & strengthen the buffer size, the lane sizes would then match the other support routes on Front and Myrtle.
29	Don't care for the split ramps in NW & SW Quads. Rather see something other than a rail-rag planting or other architectural feature or just one ramp. Less bollards in SE ok, 4 maybe 3.
30	No Comments.
31	Bollards – make sure they are wide enough to accommodate bike trailers.
32	Great! Maybe a yield sign rather than a stop sign. NE Greenbelt – wider ramp (6'). SE Greenbelt – chain Bollard to discourage bikes riding across Broadway? 4' buffer space?
33	Why handrail? Make the access ramp bigger than 4 feet? SE Why is there no railing? Can bollards be moved to the roadway? Seems like there are too many bollards.

**Broadway Bridge Replacement
Design Workshop #5 | June 10, 2015
Color and Texture | Comment Sheet Transcriptions**

#	COLOR AND TEXTURE Comments:
1	No preference.
2	Water marks is a great idea. Do not like dark railing on top.
3	Like finish scheme C and Pier column ribs option A
4	I prefer color scheme A. Rails both pedestrian and crash, should both be light, for lightest appearance and best view through to the river. I prefer option A for the pier column ribs. Option B has so few ribs they look like a mistake. Lighter colors for the concrete are better, especially in the tunnels.
5	The colors are all wrong. The bridge loses all character w/browns. These colors make the bridge feel very heavy and dated. I like the first color option, don't like the darker options. I'd like to see the dark browns to be dropped all together. I like the railing option all to be in light color.
6	Scheme A for rails (like the lighter overall).
7	Finish scheme B provides the most balanced contrast.
8	Scheme A – like the light color rail which makes rail almost disappear.
9	I prefer scheme B. I like the character defining the railing w/ 2 colors. My least favorite is scheme C-too dark. I like the Pier columns-Option A-allowing us to measure H2O depth.
10	Galvanized weathers better; Option A preferred; lighter colored concrete is more appealing – Option A is preferred. Love the watermark idea – numbers would be awesome; major/minor ribs could work as well.
11	Like Option B for lines on piers Like Option B-2 W/stain or color on belvedere Hand Rail like the dark color on crash rail
12	No Comments.
13	No Comments.
14	Ribs should not encourage climbing.

**Broadway Bridge Replacement
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Color and Texture | Comment Sheet Transcriptions**

#	COLOR AND TEXTURE Comments:
	Sweeping broom finish to match GB fence & tunnels. Walls are opportunity for public art, either in the finish or as separate installations. Girders something other than rust.
15	Piers-dim lighting A whirlpool affect for floaters
16	Color scheme A Pier column A
17	No Comments.
18	No Comments.
19	Color Scheme A. Insert ribbing (added a drawing to comments) easier to form for the contractors; tougher to climb for kids. Option A Artistic elements reflecting the community would be a great addition in the open areas between the greenbelt and sidewalk.
20	Bridge color scheme C is preferred. Internal rail lights will cast onto the lighter railing at night. Driving the day the darker railing finish on the outer edge of the bridge will blend better for folks recreating on the river – it's not as distracting from the river elevation. Fewer ribs on piers (Option B) is preferred. Otherwise between the railing and the piers there are too many horizontal lines.
21	No Comments.
22	No Comments.
23	Tunnel lighting cool make it pa
24	Option B for the rails Yes to water marks, but not a lot of them.
25	Option B in the ribbing on piers.

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Color and Texture | Comment Sheet Transcriptions**

#	COLOR AND TEXTURE Comments:
26	I prefer scheme A (lighter color both railings) I like the pier column ribbing – not sure about 1' vs 2'
27	Do not like option C – too dark Option B's attractive Pier columns – like option A best. DCI can work some STEM education around that 😊
28	I'm a boring engineer & even I think 50 shades of grey can be pretty boring. BSU's red brick is boring too but it's better than large Fin R.... grey concrete.
29	I don't care for the darker color for the ped railing. I like lighter colors for girders piers and abutments and tunnels. I don't care for the ribbing on the piers.
30	Option A & B ok, Dark railing is ugly and would be hotter in the summer. Prefer lighter color in tunnels. I like the ribbing on columns. Option A is preferred.
31	Railing- lighter color (Boise is hot in summer). Concrete – mid color to differentiate from the concrete deck. Choice B is my preferred choice. Lighter colors on walls in tunnels. Either ribbing is fine.
32	I like the lighter rail for the pedestrian railing – crash railing can be dark. Lighter color in tunnel. Ribbing on column – 2 nd option- spread out more.
33	Dark color-will be very hot, should be a light color Tunnel walls – lighter, safer

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Sidewalk Design | Comment Sheet Transcriptions**

#	SIDEWALK DESIGN Comments:
1	Any is fine but only if ADA compliant & not confusing to visually impaired pedestrians and pedestrians with strollers. Do B & C inadvertently direct people off the curb?
2	Storm water runoff should be considered when choosing pavement / design. Does the texture chosen affect the behavior of storm water.
3	Recommend Option A2 with texture on Belvadere only.
4	I prefer option B3.
5	No Comments.
6	B2 (& C2)– design di.... it nicely from .. sidewalk
7	No Comments.
8	No Comments.
9	I like the Option B variation w/the “kite shaped insert”. Of those I like B-2.
10	Simpler the better; concerns w/ADA; smaller tool joint, better or cut joints; maybe option A w/color or texture just in belvedere.
11	No Comments.
12	No Comments.
13	No Comments.
14	B2 & C2 have the greatest change in texture that will help to alert users to changes in conditions: people standing around, leashed dogs, tourists, etc.
15	Use design to guide pedestrian off main roadway onto belvederes
16	S/W B3
17	No Comments.
18	No Comments.
19	Belvederes Option “B2”.
20	Option B1 is preferred. And it would be cool if the stain of the concrete matched the color of the darker powder coated railing.

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Sidewalk Design | Comment Sheet Transcriptions**

#	SIDEWALK DESIGN Comments:
21	Like Option B.
22	No Comments.
23	Number of cuts on concrete = few more friendly with disabled = texture giving help to visibility impaired. B3 Could lead you right into rail – test with ADA Likes c... belvedere Joints could they be saw out? Option B cut kilt way in ½ for belvedere D color texture
24	No Comments.
25	Option B, B.2.
26	I lightly prefer option B.2.
27	Option B.2 is interesting.
28	Looks good. Just widen all ramp turnouts to at least 5' wide.
29	I like sidewalk variation B.3.
30	Prefer option A.1. B & C were misleading because it was colored.
31	Like the “arrow” B1-B3 option shows a fluid design which matches the tunnel “river” design. Take cost into consideration.
32	I like the Broom finish – Option A.
33	Constructability Arrow Option Will brick be on Broadway Ave. Make the brick aesthetically pleasing. Changing materials & Patterns.

**Broadway Bridge Replacement
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Lighting | Comment Sheet Transcriptions**

#	LIGHTING Comments:
1	Like Greenbelt Railing Design – Option B
2	No preference but must ensure safety w/o glare or unnecessary light pollution. The lumen rail seems to work well and ought to help prevent over lighting from the poles.
3	Less lighting preferred.
4	High low with A-1
5	Likes pedestrian lighting that is graduated. As much light as possible=safety. Risk of people touching/breaking lights if low. Like color.
6	(Boise State University) Concerns about dark sky; Option A preferred – consider high/low option if lighting too minimal. (Included a drawing of preference with comments). Like the RGB accent lighting.
7	I prefer Option A. Both B options seem too busy.
8	The lights are great. Love the option for different colors. There is an important element in giving the bridge its own identify.
9	LED rail lighting is a nice touch. The city could/should manage light control. For peds—whatever works.
10	LED Light is an exciting possibility. Questions came about control of color and programming of lights. Scheme B is favorable with the addition of Ped lights. They add a nice vertical aspect to the bridge.
11	I like Scheme A-simple. I do like the accent design lighting on the railing. It certainly warms up the bridge and softens the railing. I don't like the Scheme B-seems busy and it doesn't show during the day-just poles.
12	Like the accent lighting. Combine pedestrian / roadway lighting.
13	Less is more. Rod lights should be lower-more human scale. Consider ability to handle vandalism-breaking lenses, spray paint, baseball bats.
14	I like pedestrian lights but the pole lighting but both and lighting poles are unattractive. Want to light just the ground for safe passage & the edge of the curb & bike lanes.
15	Car Ped lights made shorter?
16	Scheme A2! (2 nd choice A1). Please don't do B! The view looking down the S/W is horrible.
17	Traditional! Scheme A-1. Bridge accent lighting. No B lights; cigarette lighting will become too dated! Does not add to the bridge. Too busy.
18	A2-fewer obstacles in the pedestrian/bike areas. Please don't do the cigarette lights-minimize visual impacts.
19	Best combination of lighting that is both functional and aesthetically pleasing without providing "too much" light pollution but also safety. 1. Scheme A-1 for bridge lighting/roadway combined with 2. Scheme A colorful accent lighting

Broadway Bridge Replacement
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 Lighting | Comment Sheet Transcriptions

#	LIGHTING Comments:
20	Solar energy? Lighting efficiencies? Scheme A. B-excessive light pollution.
21	Prefer option A. Railing lighting ok.
22	I suggest the 6 street lights that also light the belvederes. #A. Don't include additional ped lighting—to many poles!
23	I like the in-rail lighting and as few of street lights as possible. I don't care for the short ped lights.
24	Scheme A, using the least amount of fixtures that can provide safe coverage would be best. Perhaps the once-decorative rail lights can be converted to aesthetic features. Please consider if more poles can reduce the light height, cutting stray light.
25	Safety being equal Bridge Lighting scheme A-2 seems preferable. Doesn't seem like scale lighting is called for. Too many poles will ruin the river view (and view from river)
26	(CCDC) (761-7722) I prefer "A" Schemes, A-1 (six poles)
27	Scheme A-1

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Greenbelt Railing and Stairs | Comment Sheet Transcriptions**

#	GREENBELT RAILING AND STAIRS Comments:
1	Like accent lighting and pedestrian lighting (scheme B) though am concerned by the number of poles. If accent lights can serve as pedestrian lighting, I would prefer scheme A with its less poles.
2	No preference.
3	Where can we get more information about storm water management during and after construction?
4	Small diameter clamps-tunnel bars will bow? Signage upper & lower case.
5	Like option A – more visual. B poses problems with people putting things through rail.
6	I think there is a dia. requirement for the top grip @ guardrail/handrail; design creates a ladder.
7	I prefer Option A-it is visually lighter.
8	Option A is my preference. Again, don't feel like the BSU wall makes sense with this project.
9	Option A—preferred.
10	No comments.
11	I like option A—this seems much softer and refined.
12	Like option A on railing.
13	No comments.
14	No comments.
15	BSU not matching rest of railing.
16	If BSU gets special design treatment (which they should not) the railing should match all the other quadrants at a minimum.
17	Option B more structurally sound. Option A piping too thin.
18	Will the 0.84" Rail be adequate to not bend w/people climbing? I like the minimal visual impact from Option A.
19	More robust railing Option B is better.
20	Does it line up w/ BSU railing? Doesn't match Surface mount railing? For maintenance Stair railing-need to make them anti-skateboarding.
21	Prefer Option B.

**Broadway Bridge Replacement
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Greenbelt Railing and Stairs | Comment Sheet Transcriptions**

#	GREENBELT RAILING AND STAIRS Comments:
22	Stick w/horizontal (don't match w/BSU). Either is fine! I do prefer the aesthetic of A. Make sure the clips are added to stairway rails.
23	I like Rail Option A-Stairs are fine.
24	The more uniform option, B, seems to be the more visually appealing.
25	Which is going to look better compared to BSU's? Prefer consistency.
26	No comments.
27	Surface mount for maintenance & repair & constructability i.e. slope, angle & radiused.

**Broadway Bridge Replacement
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Signage | Comment Sheet Transcriptions**

#	SIGNAGE Comments:
1	Option 1.
2	No preference.
3	No Comments.
4	Contrast. Similar finish of rail colors.
5	No preference = Blends in better option 1.
6	Signage recessed as part of concrete is preferred.
7	Option 1 – Century Gothic is the most legible from a distance.
8	How about an Option 5 or 6? Are there other font types elsewhere on greenbelt tunnels? City or Parks & Rec. or Liv Boise?
9	Arial bold is easiest to read at a glance (is there a font type for ITD? For Boise? Perhaps the font for Liv Boise campaign?).
10	Option 1 is best choice, but wonder about continuity of type face with other signage i.e. Way Finding/parks/greenbelt type have.
11	No real preference – I guess Option 4. Contemporary design = contemporary lettering.
12	No Preference.
13	(Boise Parks & Recreation) “Broadway Avenue” or “Broadway Bridge” or similar over the river for floaters, canoeists, anglers, etc.
14	I like Arial Bold most visible.
15	No Comments.
16	Option 1.
17	Futura Block: make a visual statement other fonts seem weak.
18	Option 1.
19	No Comments.
20	Cleaner and more readable.
21	Option 4, Others are not a clean or clear.
22	Option 1 or 4 – Clear letters, not thick more easily read.

**Broadway Bridge Replacement
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Signage | Comment Sheet Transcriptions**

#	SIGNAGE Comments:
23	Option 1.
24	My choice would be #4, Arial bold, classic and easy to read. A close second would be #1.
25	Arial or Century – Clean, easy to read.
26	(CCDC) (761-7722) Prefer Option 1, Century Gothic.
27	No Comments.

**Broadway Bridge Replacement
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Other | Comment Sheet Transcriptions**

#	OTHER Comments:
1	No Comments.
2	Need much more public awareness that this bridge will be closing for 9 months. Throw a party on the bridge (invite press) the day before the old bridge closes and again the day before the new bridge opens.
3	No Comments.
4	Radius Railing for gripping.
5	No Comments.
6	No Comments.
7	No Comments.
8	BSU wall is a bad option.
9	No Comments.
10	No Comments.
11	No Comments.
12	No Comments.
13	No Comments.
14	No Comments.
15	No Comments.
16	No Comments.
17	No Comments.
18	Utilize the open area between the greenbelt and walkways for incorporating Art/Sculptures in the future. Thanks for all the hard work!
19	No Comments.
20	No Comments.
21	None, Just Get Er Done!!!
22	No Comments.
23	No Comments.

**Broadway Bridge Replacement
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Other | Comment Sheet Transcriptions**

#	OTHER Comments:
24	Thanks for taking this input and putting forth this effort; much appreciated.
25	Thanks for including the Discovery Center.
26	I'm okay with the brick wall façade for BSU, but I think the railing needs to be consistent for the whole bridge.
27	No Comments.

See appendix for:

- Agenda
- PowerPoint presentation
 - ITD
 - BSU
- Visuals of design options